

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 04/25/2007

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|------------------------------------------------------------------------------------------|-----------------------------------|---------------------|-------------------------|------------------------------------------------|---------|------------|
| DCA05MA037 File No. 21397 | 02/16/2005 | Pueblo, CO | Aircraft Reg No. N500AT | Time (Local): 09:13 MST | | |
| Make/Model: | Cessna / 560 | | | Fatal | Serious | Minor/None |
| Engine Make/Model: | Pratt & Whitney Canada / JT15D-5A | | Crew | 2 | 0 | 0 |
| Aircraft Damage: | Destroyed | | Pass | 6 | 0 | 0 |
| Number of Engines: | 2 | | | | | |
| Operating Certificate(s): | None | | | | | |
| Type of Flight Operation: | Executive/Corporate | | | | | |
| Reg. Flight Conducted Under: | Part 91: General Aviation | | | | | |
| Last Depart. Point: Columbia, MO | | | | Condition of Light: Day | | |
| Destination: PUEBLO, CO | | | | Weather Info Src: Weather Observation Facility | | |
| Airport Proximity: Off Airport/Airstrip | | | | Basic Weather: Instrument Conditions | | |
| | | | | Lowest Ceiling: 900 Ft. AGL, Broken | | |
| | | | | Visibility: 8.00 SM | | |
| | | | | Wind Dir/Speed: | | |
| | | | | Temperature (°C): -3 | | |
| | | | | Precip/Obscuration: | | |
| Pilot-in-Command | Age: 53 | Flight Time (Hours) | | | | |
| Certificate(s)/Rating(s) | | | | Total All Aircraft: 8577 | | |
| Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; | | | | Last 90 Days: 113 | | |
| Instrument Ratings | | | | Total Make/Model: 2735 | | |
| Airplane | | | | Total Instrument Time: UnK/Nr | | |

The Safety Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>. The Aircraft Accident Report number is NTSB/AAR-07/02.

On February 16, 2005, about 0913 mountain standard time, a Cessna Citation 560, N500AT, operated by Martinair, Inc., for Circuit City Stores, Inc., crashed about 4 nautical miles east of Pueblo Memorial Airport, Pueblo, Colorado, while on an instrument landing system approach to runway 26R. The two pilots and six passengers on board were killed, and the airplane was destroyed by impact forces and postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Instrument meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

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|------------------------------|------------|------------|-------------------------|-------------------------|

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

1. (C) AIRSPEED - NOT MAINTAINED - FLIGHTCREW
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
3. (F) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the flight crew's failure to effectively monitor and maintain airspeed and comply with procedures for deice boot activation on the approach, which caused an aerodynamic stall from which they did not recover. Contributing to the accident was the Federal Aviation Administration's failure to establish adequate certification requirements for flight into icing conditions, which led to the inadequate stall warning margin provided by the airplane's stall warning system.